Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **094** **Const Calendar Day:** 21 **Date:** **25-Jun-2012** **Monday**
Inspector Name: **Soheilifard, Saman** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 06:45 AM 06:45 pm **Break:** 00:30 **Over Time:** 03:30
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 70 - 80 **4PM**
Precipitation none **Condition** Clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

Paint

Phase III Sockets on the North Spans
(Main & Side): Application of the PEGALINK primer and Galvanized Surface Repair

At 9:40, when the conditions were conducive for painting, the parameters came in as follows:
RH%AmbientDew PointWet BulbSteel T.
56.3%65.6F51.0F58.2F67FGOOD
PEGALINK Batch#: M22171

The sockets at Panel Points 64, 68, 72, 76, and 80 had damage to the galvanizing that needed to be addressed prior to the application of the Primer. The galvanizing damage at PP 64 in particular was obvious as the chips were on strewn underneath the sockets on the deck-due to the collision of the sockets in the wind. ABF is not doing a good job protecting these sockets from damage. Application of SP1 on these sockets began at about 9:00 and by about 10:00 sockets at PPs 72 & 80 were underway.

At about 9:30, Jim & I headed up to the Tower saddle to check out the damage to the bolt holes for the tie rods. Bob Brignano had told me that these holes need to be fixed as ABF is going to install the tie rods in the near future. The more shocking damage at this location was to the tops of the divider plates and not the bolt holes as galvanizing on the tops of almost all divider plates had chipped off and rusted. Attached, there are photos showing the damage to the bolt holes and the tops of the divider plates. I called Andy Castaldi with this news and asked him to check the urgency of this issue and determine a suitable time to repair the damage.
By 11:00, application of SP1 on the sockets was complete. Therefore, sockets at these five PPs are going to get two coats of Interzinc 52 (Zinc Rich Primer) before the application of the Noxyde Plus paint system. At 11:30, the crew split up to those who were to apply the primer or Interzinc 52. Rick was the only painter to apply the primer starting at PP12 at the North Side Span as the other available painters were tending to the broken blasting unit. As the blasting unit was fixed by 11:45, Jorge, Beto, and Sage became available to apply the primer. By 13:45, Certified Coating completed the application of the primer on all the North Side span sockets and I completed my inspection of said sockets. These sockets are located at panel Points: 12, 16, 20, 24, 28, 32, and 36. The new NACE IIIQC, John Falkner, hired by Certified coating, spent his first day at the job site today and perhaps that explains the reason for him not showing up to check these sockets ahead of me.

The conditions at this time were as follows:
Ambient = 74.8FRH = 41.3%Dew Point = 48.9F
Wet Bulb = 56.6FSteel T. = 71.6F

It should be noted that at Panel Points 10, 12, 14, 18, 22, and 34, suspender ropes have been installed inside the brackets with the damage not addressed. I called Warren asking him if he had spoken to Scott Yeager regarding ABF's disregard to repair the damages they have caused to the protective coating, after having left a voice mail for S. Yeager. I wondered if this is a permanent condition for the suspender ropes or not. Warren, following a conversation with Warren told me that ABF states that the conditions of these suspender ropes are final and that ABF is not going to repair any damage to the sockets unless the damaged locations are accessible. It should be underlined that ONLY the front face is accessible inside of the brackets. The only damage in the in-accessible locations ABF may address is those to the galvanizing surfaces. Citing that the 4-coat painting system is for aesthetics only and that the galvanizing provides sufficient protection against the environment, ABF is not going to repair damages to the coating system! Warren told me that this issue will be escalated by Brian Boal when he returns tomorrow.
Moreover, during the erection of the Corner Assembly on the South Main Span, Jim Lumley realized that cable bands 112, 114, and 116 are dirty and exhibiting flash rust. He told me that while these pieces were at Pier 7, he had put Andy Castaldi on notice for the need to clean them. I called Andy and in a 3-way conversation, Jim reminded him of the conversation that took place a few days ago. Following a conversation that Andy had with Scott Yeager, he called me back within a few minutes and explained that those cable bands will remain exposed until the Phase IV of the Load Transfer. ABF intends, he added, to clean them at that time. In the meantime, he continued, if it is realized that access to the cable bands is hindered during the other phases of the cable band, they will clean them prior to the permanent seating of the cable in those cable bands.
I went back to check up on the painters following my inspection of the cable bands and the conversation with Andy. I stayed with Jorge and Beto until 15:10 at which time they fixed the blemishes on sockets at PPs 56 and 60. At about this time, Rick completed the application of the second coat of Interzinc 52 to sockets at panel points 64, 68, 72, 76, and 80. The remaining sockets on the North Main Span have all received the PEGALINK primer.

Following my return to the office, Warren & I headed to the warehouse where we had conducted the testing on the suspender rope under loading. He wanted to measure paint thickness with his Microprobe, which at this time is the equipment of choice for measuring paint thickness on the cable. His readings on the completed surface were as follows:

Type (I)/7-wire strand:
Top (in Microns):534, 554, 508, 522, 556, 516, 532, and 504Ave: 528
Back side:522, 524, 500, 334, and 254 (less access to paint)
The bare wire: 16.5 and 25 microns

Type (II)/9-wire strand:
Top:526, 576, 518, 498, 464, 528, and 594Ave: 529 Microns
Back Side:390, 396, 476, and 449
The bare Wire: 30 microns

The readings I took on the tape attached to the suspender ropes during painting show a DFT of 710 microns. The result does not look favorably on the usage of the Microprobe at this time.
We followed this up with the experimentation of the microprobe on a bare wire that Warren had at his desk. It was determined that it takes a good amount of practice to get consistent readings on the wire as the sensitive instrument does not easily lend itself to duplicating results. Warren ran this experiment on the bare wire in addition to using shims of varying thicknesses. He thought that he would like to get a plate painted in steps with the 4 coats of paint and then check the probe for accuracy on that plate.

At about 14:00, I came off the bridge to the warehouse at Pier 7 and found a steel plate fit for the aforementioned test. I returned to the bridge with the plate and handed it over to Jim who was going to apply the 4 coats of paint on it.

04-0120F4 **Bid Item: 067** **C-PWS-076.067** **Install & Adjust PWS 76-80**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-086.067** **Install & Adjust PWS 86-90**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-091.067** **Install & Adjust PWS 91-95**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-096.067** **Install & Adjust PWS 96-100**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-101.067** **Install & Adjust PWS 101-105**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-006.067** **Install & Adjust PWS 6-10**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-106.067** **Install & Adjust PWS 106-110**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-116.067** **Install & Adjust PWS 116-120**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 081 **0-000-000.081** **CLEAN AND PAINT CABLE SYSTEM**

CERTIFIED COATINGS COMPANY

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	CERTIFIED COATINGS COMPANY							
Painter	APP	Beto Narrajo	8.00	0.00	0.00	8.00		☐
Painter	JNM	Bill Padderatz	8.00	0.00	0.00	8.00		☐
Painter	APP	Sage Ray	8.00	0.00	0.00	8.00		☐
Painter	JNM	Rick Salcido	8.00	0.00	0.00	8.00		☐

04-0120F4 **Bid Item:** 081 **0-000-000.081** **CLEAN AND PAINT CABLE SYSTEM**

AMERICAN BRIDGE/FLUOR, A JV

Labor

Daily Diary Report by Bid Item

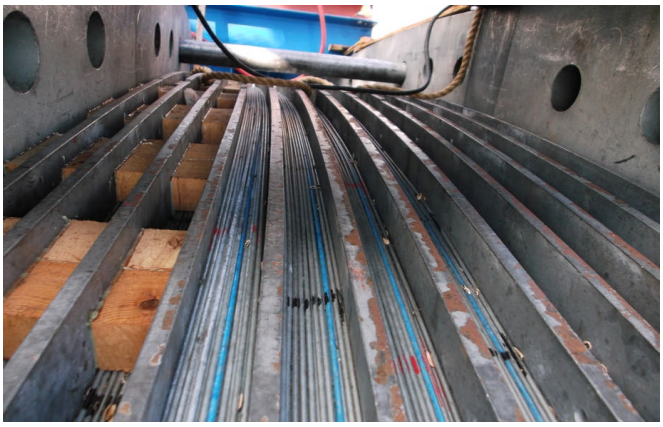
Job Name: 04-0120F4 **Inspector Name** Soheilifard, Saman **Diary #:** 094 **Date:** 25-Jun-2012 Monday

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Painter	FOR	Mike Gaya	0.00	0.00	0.00	0.00		☐
Painter	JNM	Brandon Gaya	0.00	0.00	0.00	0.00		☐

Attachment

Rust-Tower Saddle-GalvanizedBolts

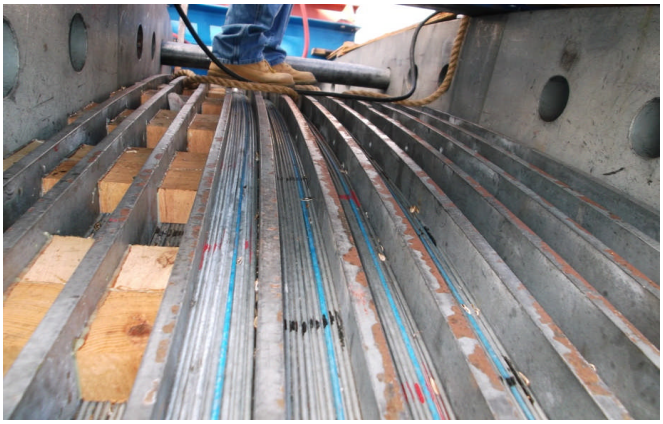


Rust-Tower Saddle-Divider Plates

Rust-Tower Saddle-TieRod Holes

Rust-Tower Saddle-Divider Plates (2)

Rust-Tower Saddle-TieRod Holes (3



Rust-Tower Saddle-Divider Plates (1)